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are known and asked for
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GRAND PRIZE PARIS 1889
The Highest Possible Award
Joseph
Gillott's
PENS.
Of Highest Quality, & Having
Durable and Perfect
Writing Qualities.
The only Award Chicago, 1893.

No. 12,898

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HONGKONG, SATURDAY, JULY 30, 1904.

日八十月六年辰甲

PRICE, \$3.00 Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, July 26, 1904. 2547

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of
1875 the EXCHANGE BANKS will
be CLOSED for the Transaction of Public
Business on MONDAY, the 1st AUGUST.
Hongkong, July 27, 1904. 1570

FIRE INSURANCE ASSOCIATION OF
HONGKONG

SUMMER HOLIDAY

IT is hereby notified that the FIRE INSURANCE
COMPANY OF HONGKONG will be CLOSED
for the Transaction of Public Business on
MONDAY, the 1st AUGUST.
Hongkong, July 27, 1904. 1570

By Order, A. D. LOWE,
Secretary.

Hongkong, July 28, 1904. 1384

NOTICE

TO WHOM IT MAY CONCERN, I
WILL NOT BE RESPONSIBLE
for any Debts contracted by Mr. MAR
SHALL from the 1st day of
August, 1904.
Miss A. M. ISHALL,
Canton Hotel, Central
Hongkong, July 25, 1904. 1348

LOS ANGELES, CALIFORNIA,
THE FOREST GROWING CITY IN THE
UNITED STATES

BIG GAINS IN REAL ESTATE IN
LOS ANGELES.
M. R. ALEXANDER,
Real Estate, Oil and Gold Mine Stocks,
1630, Flower St., Los Angeles, California.
Hongkong, July 23, 1904. 1352

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wan
Road—half an hour by Ricksha.
The ONLY HOUSE on the Road.

The popular resort of the Colony, occupying
a charming, scenic situation and
commanding the most extensive view of the
Harbour and Kowloon Peninsula.
Electric Trams now pass the Door.
There is also Accommodation for a few
Boarders.

GOOD SEA BATHING.

REFRESHMENTS SERVED OF THE FIRST
QUALITY ONLY.

PRIVATE TIFINS AND DINNERS
Prepared in First-class Style on the shortest
notice.

Dinner Parties and Picnics Catered for.
JAS. CHRISTIE,
Proprietor and Manager.
Hongkong, July 28, 1904. 1385

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
37, DES VEAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1326

THE POPULAR
SCOTCH
IS
BLACK & WHITE

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

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BOILERMAKERS, BRASS & IRON FOUNDERS.

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COAST AND RIVER STEAMERS, WATER BOATS,
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WORKS: KOWLOON BAY.

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PUMPS, PACKINGS, GENERAL STORES AND
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JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
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Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. FAISHAN, 2,383 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,383 tons, Captain B. Branch.
s.s. KINSHAN, 2,383 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

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s.s. HEUNGSHAN, 1,988 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tides at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LIND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 588 tons, Captain C. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents CHINA NAVIGATION CO. LTD.

DR NEWELL WILSON,
DR WILLIAM DANIEL,
DENTISTS.

LATEST AMERICAN METHODS.
REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.
Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206

DR HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

SIEN TING,
Surgeon Dentist,
No. 14, D'ARQUILL STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 622

A perfect
food

is Bovril—it nourishes,
stimulates and reinvigorates.
Bovril is of great
value for all to whom
strength and endurance
are a vital necessity. Its
regular use is a permanent
protection against the
dangers of colds, chills
and diseases.

THE GOURMET CO., LTD.,
CALCUTTA,
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.
Cable Address 'Loxley', Hongkong.
Hongkong, July 23, 1903. 1519

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HOTEL.

A HIGH-CLASS PRIVATE
HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.

Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1904. 1357

DR. CHEE WING & CO.,
28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS, AND TEES,
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1904. 1227

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
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Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY
THE GOURMET CO., LTD.,
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Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.
Cable Address 'Loxley', Hongkong.
Hongkong, July 23, 1903. 1519

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HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.

Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1904. 1357

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BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD. LONDON).

Bell's Asbestos 'Dagger', 'Demon', and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.

Bell's Asbestos Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,
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SOLE AGENTS. SOLE AGENTS.

DELICIOUS WITH FRUITS, SWEETS, TEA, COFFEE, &c.

"Gold Reef" BRAND PURE RICH CREAM (STERILIZED)

PRICES: 30 Cents, 40 Cents, and 55 Cents.

CARLTON HOUSE.

10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND COUSINE A SPECIALITY.

For Terms, apply to
B. F. HOWARD, Lessee and Manager.
Hongkong, July 2, 1904. 1226

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WHAT the Possession of a SEWING
MACHINE Means.

And of course the SINGER is the Best.

PURCHASE BY
EASY MONTHLY INSTALLMENTS.

SHOWROOMS:
1, WYNDHAM STREET.
Hongkong, July 28, 1904. 1232

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PLUNKET'S GAP, THE PEAK,
near the TRAN TERMINUS. Telephone 56.

For Terms, Apply to the MANAGER. 741

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3, BARROW TERRACE, Kowloon.
ELEGANTLY FURNISHED ROOMS.
Apply on the premises, to
Mrs GRUNBERG.
Hongkong, July 12, 1904. 1227

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HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.

Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 482

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18 MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 71

D. C. L.
Old Tom Gin

The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
Hongkong, July 30, 1904. 48

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under American
Management. First-class Cuisine,
Beautiful Gardens.

Mrs. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 138

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.

Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

BOARD AND RESIDENCE.

KILLADOON,
181, WANCHAI ROAD—Light,
Airy and Well-furnished Double and Single
Rooms with full view of the Harbour,
With or without board.

For Terms, apply on the Premises, to
Mrs. G. S. WEBB.
Hongkong, July 30, 1904. 1381

Business Notices.

GREEN ISLAND CEMENT CO.'s Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory
In bags of 250 lbs net, \$2.35 per bag, ex Factory

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glass
Paving Bricks and Tiles, Fire Bricks and Fire Clay

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

MAJO LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903. 1368

FAIRALL & CO.

Annual Summer Sale

COMMENCING

TUESDAY, 2nd August.

Hongkong, July 23, 1904. 1096

HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS,
READING AND PRIVATE BILLARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT COUSINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.
For Terms, apply to
THE MANAGER. 13

VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APPEPENT.

CAMPENOL.

UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Mercantile Navy List, and Maritime Directory, 1904. \$8.00

Emmery's Naval Annual, 1904. 13.00

Whittaker's Almanack, 1904. 2.25

Collins's Graphic English Dictionary. Illustrated with Numerous Engravings and
16 Full Page Coloured Illustrations. 3.00

With the Tibetans in Tent and Temple, by Rijnhart. 4.50

Manchuria and Korea, by J. Whigham. 0.75

Stanley Gibbon's Stamp Catalogue; 2 Vols. 3.00

Lester Magic. 1.50

The Bridge Book, by Dunn. 1.50

Advanced Bridge, by Elwell. 1.50

How to Win at Bridge. 1.50

Wide World Magazine; Volume 19. 4.00

The China Martyr of 1900, by Forsyth. 4.00

Pitcher in Paradise, by Rijnhart. 1.50

The Art of Swimming, by Jarvis. 1.50

The Vanguard. 'A Tale of Korea,' by Gale. 4.50

HONGKONG SHARE MARKET.

In their weekly share report, dated 29th July, Messrs Benjamin, Kelly and Potts state:—

The market opened weak with little enquiry, but during the latter part of the week things have rather improved and a fair general business has been put through.

Banks.—Hongkong and Shanghai Banks have continued firm at \$68½ and are still quoted in London at £108 10/-, Nationals are without change and remain in demand at \$88.

Marine Insurance.—Unions are offering at \$545. China Traders have weakened and can be obtained at \$64. Cantons are steady at \$308.

Five Insurance.—Hongkong Fire continues in request at \$310 and China Fire are unaltered at \$88.

Shipping.—Hongkong, Canton and Macao Steamships have risen to \$11, after sales at \$30. Indo-China are firmer, and have been dealt in at \$104 to \$108. In Shanghai, there are buyers at \$75 after a large business at lower rates to this port. China and Manila have changed hands and more shares are offering at \$36, and 23/6 Sales of Douglas Steamships have again been effected at \$35, and further shares can be placed at \$36 (old) and \$35 (new). Shell Transport have declined to 23/9 at which rate shares can be obtained.

Refineries.—China Sugars have been disposed of at \$55, \$184 and \$183 cash and a good business has also been done at \$191 December.

Mining.—Rauha have weakened and have been done at declining rates down to \$7. Chinese En, ironing have dropped to \$15, 6/30.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further improved and have been negotiated at \$219 and \$221, closing with further enquiries at the former rate. Farman has also hardened and business has been transacted at \$143. Kowloon Wharfs have found buyers at \$113 and \$112. Hongkong Wharfs are still in demand at \$150.

Land, Hotels and Building.—Hongkong Lands have been sold at \$168 and \$167, the market closing at \$161 ex the interim dividend of \$8½ paid on the 27th instant. Shanghai Land have been placed at \$14, 1/9. West Point paid an interim dividend of \$1½ on the 27th instant and we make the quotation \$5½ ex dividend. Hongkong Hotels have been bought and have further buyers at \$134. Astor House Hotels have changed hands in Shanghai at \$34, and Hotel des Colonies have been fixed at \$12. 12. Hongkong's Estate remain in request at \$12.

Cotton Mills.—Nothing doing.

Cable Companies.—Sumatra are offering at \$170.

Miscellaneous.—Green Islands Cements have been fixed at \$30. A. S. Watsons are still wanted at \$14, and Watsons have gone up to \$8. Electric (old issue) can be placed at the advanced rate of \$14; the new shares have been looked at \$8, \$8½, \$8½ and are still enquired for at the last price. William Powells are in request at \$11. Shanghai Gas shares are wanted at \$11, 9/10 ex the interim dividend of \$1½ payable to-day. Shanghai Waterworks can be placed at \$136 ex the interim dividend of 1/5 paid on the 28th instant. Hall and Holt have enquiries at \$30. Langkuts have been done at \$14, 20/4.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. It is the only remedy ever discovered, because this wonderful remedy does what all physicians do for their cure and blood diseases PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For

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|------------------------|---------------------|
| SCORFULA. | BAD LEGS. |
| SCURVY. | BLOTCHES. |
| ECZEMA. | SPOTS. |
| BLOOD POISON. | BLACKHEADS. |
| ULCERS. | PIMPLES. |
| SKIN & BLOOD DISEASES. | SORES OF ALL KINDS. |

It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste and warranted FREE FROM ANYTHING INJURIOUS TO THE MOST DELICATE CONSTITUTION of either sex, from infancy to old age, and the Proprietors solicit enquiries to give it a trial to test its value.

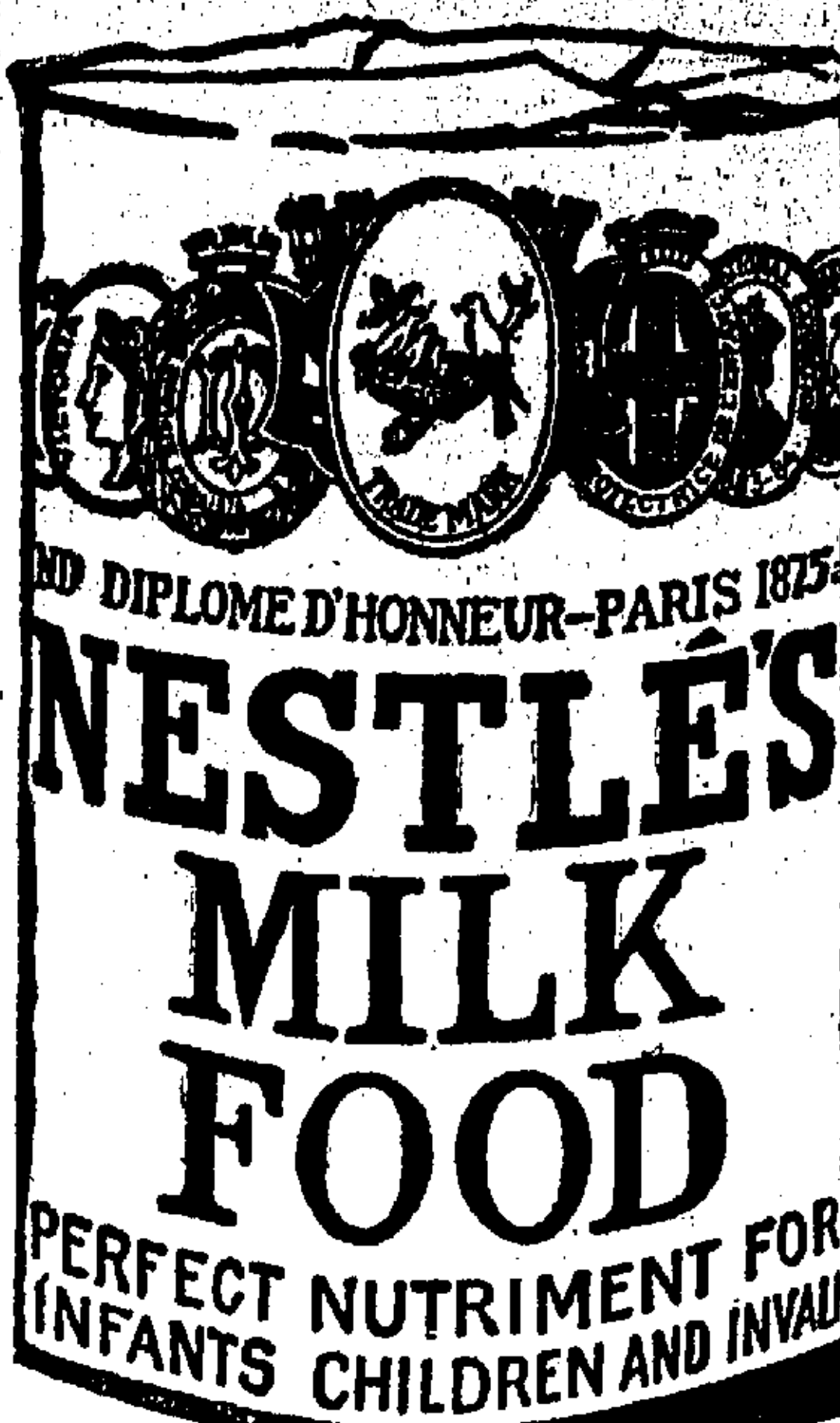
Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr F. E. Lewis, 49, Bridge Street Row, Chester, writes:—Just a line in favour of "Clarke's Blood Mixture." I had eczema for seven months, and tried many things without benefit, until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful "Clarke's Blood Mixture."—June 18, 1904.

IMPURETY IN THE BLOOD.—We have seen hosts of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which as a curative agent cannot be too highly eulogized, since it cleanses and clears the blood from all impurities and restores it to its normal condition. This is a good testimonial from the Family Doctor, the popular medical weekly, which goes on further to say: "science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

Ask for CLARKE'S BLOOD MIXTURE and beware of worthless imitations and substitutes.



NESTLE'S MILK FOOD
PERFECT NUTRIMENT FOR INFANTS CHILDREN AND INVALID

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)
COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.
CABLE ADDRESS: 'IWASAKI,' which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN UNION CODES USED.
ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KORE, KARATSU AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ARADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal Railways; in naval works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shimizu, Nanzatsu and Kani-Yamada Collieries, and also the Colliery which will be ready to produce on a large scale the best Buzon Coal from 1905.
Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, April 25, 1904. 777

To Let.
OFFICES in Nos. 10 and 16, DES VOGUE ROAD CENTRAL.
No. 19, WONG NEI CHONG ROAD, facing Race Course.
No. 1, CLIFTON GARDENS.
No. 1, RIFON TERRACE IN FLATS.
No. 4, RIFON TERRACE.
FLATS in MORRISON TERRACE, facing the Polo Ground.
OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier).
GODOWNS PRAYA EAST.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, July 28, 1904. 1212

TO LET.
THREE or FOUR LARGE ROOMS in Central Position, suitable for Architects, etc. Immediate Possession.
Apply, by letter, to 'MERCHANT,' Care of 'CHINA MAIL' Office.
Hongkong, July 26, 1904. 1307

TO LET.
NO. 1 STEWART TERRACE. The Peak.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, March 24, 1904. 1215

TO LET.
NO. 7, SALISBURY AVENUE, Row 1, Loc. 1, Possession 1st August, 1904.
THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1904.
Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, July 28, 1904. 248

Used in the IMPERIAL AND ROYAL FAMILIES.
RECOMMENDED BY THE Medical Faculty THROUGHOUT THE WORLD.
To be had from all Respectable Chemists and Dealers.

To Let.
GODOWN No. 6, NEW PRAYA, KENEDY TOWN.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, July 28, 1904. 1382

TO LET.
NO. 52, HOLLYWOOD ROAD.
No. 11, MOSQUE JUNCTION. Full View of Harbour.
WILD DELL BUILDINGS. No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
And others to suit various requirements.
S. A. SEETH, LAND & ESTATE BROKER, DAIRY FARM CO.
Hongkong, July 14, 1904. 2030

TO LET.
TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.
Apply to SECRETARY, A. S. Watson & Co., Limited.
Hongkong, June 16, 1904. 1210

TO LET.
A EUROPEAN HOUSE, No. 168, PRAYA EAST.
Apply to JARDINE, MATHESON & CO.,
Hongkong, July 15, 1904. 1302

TO LET.
A LARGE OFFICE on GROUND FLOOR of No. 2, WYNDHAM STREET. Possession 1st August, 1904.
Apply to THE SECRETARY, The Dowling Club, Ltd.
Hongkong, July 13, 1904. 1291

TO LET.
SAVOY CHAMBERS, Kowloon, a Four-Room Flat To Let.
Apply to ANGLO-AMERICAN STORES, Hongkong or Kowloon.
Hongkong, June 25, 1904. 697

TO LET.
NO. 4, ORMSBY VILLAS, Kowloon.
Apply to SAM WANG & CO., LD., 81, Queen's Road Central.
Hongkong, July 20, 1904. 1333

TO LET—IMMEDIATE POSSESSION.
FOR 18 MONTHS.
'LEIGH TOR,' THE PEAK.
Apply to JEBSEN & CO.
Hongkong, April 27, 1904. 1206

TO LET.
COMFORTABLY FURNISHED ROOMS, with Board, in KNOTTS ROAD TERRACE.
Apply to 'C. A.,' Care of 'CHINA MAIL' Office.
Hongkong, July 22, 1904. 1349

HONGKONG CLUB.
TO LET.
A SUITE of 2 ROOMS, on the Ground Floor of the Annex, suitable for Offices.
For Particulars, apply to the Under-signd.
C. H. GRAVE, Secretary.
Hongkong, June 2, 1904. 1297

TO LET.
NO. 7, SALISBURY AVENUE, Row 1, Loc. 1, Possession 1st August, 1904.
THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1904.
Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, July 28, 1904. 248

TO LET.
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C. H. GRAVE, Secretary.
Hongkong, June 2, 1904. 1297

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C. H. GRAVE, Secretary.
Hongkong, June 2, 1904. 1297

ZETLAND LODGE.
No. 635, E.C.
A REGULAR MEETING of ZETLAND LODGE will be held at FREEMASONS HALL, on TUESDAY, the 2nd August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, July 27, 1904. 1360

UNITED ASBESTOS ORIENTAL AGENCY, LTD.
NOTICE TO SHAREHOLDERS.
THE EIGHTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the OFFICES of DODWELL & CO., LTD., Queen's Building, on FRIDAY, the 2nd August, 1904, at 3 p.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st May, 1904, and for the election of an Auditor.
The TRANSFER BOOKS of the Company will be CLOSED on the 22nd July to the 5th August, inclusive.
DODWELL & CO., LTD., General Managers.
Hongkong, July 21, 1904. 1341

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.
By Order of the Board of Directors, T. ARNOLD, Secretary.
Hongkong, July 26, 1904. 1366

STEAM TO CANTON.
THE new Twin Screw Steel Steamers KWONG CHOW.
1,309 tons. Captain J. P. MARTIN.
KWONG TUNG.
1,238 tons. Captain H. W. WALKER.
Leave HONGKONG for CANTON at 8.30 Every Evening (Sundays excepted).
Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sundays excepted).
These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey...\$4.00
Meals...\$1.00 each
The Company's Wharf is a short distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LD., No. 8, QUEEN'S ROAD WEST.
Hongkong, February 18, 1904. 313

二 字 號
1.—THE TRI-METRIC CLASSICO.
千 字 文
2.—THE THOUSAND WORDS POEM Translated from the Chinese by E. J. ELLIS, Ph.D.

To be had—Price 75 Cents the set—from the CHINA MAIL Office, 5 Wyndham Street.

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

COOPER & CO., 37, DES VOGUE ROAD CENTRAL.
HAVE Established themselves as TAILORS, DRAPERS, and UPPERS, and at the above place and have just unpacked an Assortment of Goods suitable for GENTS' SUMMER WEAR.
Orders now taken for Suits, Clothing, Underwear, etc., etc.
In giving us your Patronage all efforts will be made to give entire satisfaction.
A Trial Order if placed will justify your confidence.
Hongkong, June 10, 1904.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.50 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
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ESTABLISHED 1859.

ACHEE & CO

利廣
No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARE.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
JEWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

NEW FURNISHING
DEPARTMENT
NEW FURNISHING
DEPARTMENT
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DEPARTMENT
NEW FURNISHING
DEPARTMENT

New Carpets and Rugs
New Carpets and Rugs
New Carpets and Rugs
New Carpets and Rugs

New Beds and Bedding
New Beds and Bedding
New Beds and Bedding

New Curtain Muslins
New Curtain Muslins
New Curtain Muslins
New Curtain Muslins

TAKE THE LIFT TO
FIRST FLOOR.

TAKE THE LIFT TO
FIRST FLOOR.

ALEXANDRA
BUILDINGS,
DES VOUEX ROAD.

TRADE MARK.
TELEPHONE No. 135.
THREE PLACED WHISKIES:

1st—KING EDWARD VII.
VERY OLD LIQUEUR
Gold Label\$22.00

2nd—KING EDWARD VII.
LIQUEUR
White Label... ..\$15.50

A Good 3rd—
'CLUB' \$15.00
A Whisky that is perfect with 'TAN.'

SOLE AGENTS:
H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR MONDAY.
Amusements.
9 p.m. Performance at City Hall.
Miscellaneous.
Exchange Banks Close.
Insurance Offices Close.

General Memoranda.

THURSDAY, August 2:—
9 p.m.—Meeting of Zetland Lodge.
Transfer Books of the Hongkong, Canton & Macao Steamboat Co., Ltd., close from this day to the 16th August inclusive.

FRIDAY, August 5:—
9 p.m.—Meeting of Shareholders of United Asbestos Oriental Co., Ltd., at Dodwell Co.'s Offices.

SATURDAY, August 6:—
Register of Shares of Hongkong and Shanghai Banking Corporation closed from this date to the 20th August inclusive.

MONDAY, August 8:—
9 p.m.—Auction of Crown Land at the Public Works Department's Office.

TUESDAY, August 10:—
Noon—Meeting of Shareholders of the Hongkong, Canton and Macao Steamboat Co., Ltd., in the Company's Office.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841

THE

**Hongkong
Dispensary,**

ALEXANDRA

BUILDINGS

HAVE THE

FINEST SELECTION

OF

PERFUMERY,

SOAPS,

TOILET

REQUISITES,

&c., &c., &c.,

in the

EAST.

A. S. WATSON & Co., Limited.

BIRTH.
On the 24th of July, at 2, Shantung Road, Shanghai, the wife of Dr. E. L. Mansel, of a Son.
DEATH.
At 54 Nakayama-dori, 7-chome, Kobe, at 9 p.m., on the 18th instant, PAUL H. POWERS, a native of Waterford, Conn., U.S.A., aged 61 years.
The publication of this issue commenced at 5.00 p.m.

The China Mail.

HONGKONG, SATURDAY, JULY 30, 1904.

EDITORIAL COMMENT.

After the recent Japanese successes it really seems as if Russia, for all her early boastfulness, would be wiser to climb down at once, if she does not wish to see Port Arthur a prison, where the Japanese may intern prisoners of war, and Kurapatkin's army surrounded or forced south into Chinese territory. He is already outnumbered, outgeneralled, outmarched. It is doubtful whether retreat is even open to him, save by the grace of his foe, who may build the proverbial bridge of gold for the enemy to flee in a specified direction. It will be a grave injury to civilisation if the war be permitted to continue much longer. It has ceased to be a war, and has become a drive as relentless as the battle that some of our continental friends call sport. The only excuse for wishing it to be prolonged is the widespread belief that Russian aggression is an international peril of such magnitude that should be crushed back for a century at least. Such an opinion is not wholly unjustifiable.

Writing in one of the WORKMAN'S London morning papers a clergyman states that he had counted six expletive expressions in the remarks of a British working man who had missed a train. Some were physiological, some theological, some religious, and some referred to offences under the Criminal Law Amendment Act. The person wishes to know why the working class should be foul-mouthed, and some even blame the Board Schools! The real reason is just the reverse. A lad leaves the Board Schools in his early teens with a better appreciation of literary English than his father ever had the opportunity of acquiring, and wishes to use his language effectively. Such a lad could not bring himself to utter miming, 'It is decidedly inconvenient, and, indeed, extremely provoking,' and his arrested education has given him the desire for a powerful vocabulary, but has not yet supplied him with such a thing. So in default of power he falls back on violence and adorns his complaint with references to his own and his neighbours' eyes, ancestry, habits, and eternal destiny—not from a wicked heart, but from a desire to adorn his conversation. The cure would be more continuation schools, where boys and girls might learn to use the English language freely without monotonous repetition of ill-meaning or unmeaning adjectives.

Too Many Geese.
The geese are causing as much trouble in the Falkland Isles as the rabbit did in Australia. The farmers of these remote islands are offering rewards for the destruction of the wild geese, who increase and multiply to such an extent as to threaten the subsistence of the sheep. The Governor wisely suggests that they should follow the Australian example, and start an export trade in frozen geese, which, like Australian rabbits, should find a ready sale in the old country.

Colonial Assessments.
Mr Arthur Chapman, the Assessor, puts the rateable value of the City of Victoria down at \$8,342,740 as compared with last year's assessment \$7,427,100. The Hill district at \$237,205, against \$198,910; Aberdeen \$29,605, against \$26,827. Hongkong villages \$194,651 as against \$204,768. Kowloon Point, \$370,680 as against \$204,768. Yau-matui \$253,160 as against \$232,245. Hung Hom, \$119,170 as against \$184,550. Kowloon villages, \$259,955 as against \$190,925. The whole Colony \$9,890,521 as against \$8,749,043.

STEARN'S WINE, assists the body to make use of nature's nourishment. Thus it purges.

SUMMER COMPLAINT is the children's most dangerous enemy and the mother's most dreaded foe. Immediate and proper treatment is always necessary. Chamberlain's Colic, Cholera and Diarrhoea Remedy, given according to directions, is the most effective remedy known. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.
The Taku Tug and Lighter Co., Ltd., have declared an interim dividend of 3 per cent for the first half of 1904.

Communication with Shanghai and stations beyond by the Great Northern Telegraph Company's Cable is restored.

Newchwang has declared Hongkong to be an infected Port. So says the Government Gazette. Newchwang has no room to talk. It is not certain what it is at present.

Hospital Sergeant Schmidt of the German Military Pasture Institute at Tientsin died of hydrophobia on the 16th, after attending a French soldier who had died in great agony.

The *Chfoo Daily News* is justly indignant that the veracity of *Chfoo* should be judged by some of the telegrams that have been published in Shanghai from 'Special war correspondents.'

The Government Departments will be closed on Monday. The Police Magistrate's Department is excluded from the operation of the Public Holiday Ordinance and will remain open if there is any business.

Mr E. R. Graham, of the Hongkong Electric Tramways, leaves Hongkong in a few days time for Singapore. He is to supervise the completion of the Tramway at that place, and if his labours here are to be taken as a criterion, then he is the right man for the position.

Hongkong Christian Union.
Monday, August 1st, being a Bank Holiday, there will be no meeting of the Hongkong Christian Union.

Bank Holiday.
As Monday is a Bank Holiday the *China Mail* will be published at mid-day instead of in the evening, as usual. Advertisers please note.

Band Programme.
The following is the programme of music to be performed by the Band of the 1st Sherwood Foresters, on the Parade Ground, on Monday, the 1st August, from 5 to 6.30 p.m.:—
March 'Hands across the Sea.'
Overture 'March.'
Selection 'Maritana.'
Gavotte 'Rosa May.'
Selection 'The Cingales.'
Valse Lente 'Nella.'
Regimental Band—The Young May Moon.
GOD SAVE THE KING.

Mr T. H. Reid.
Our London correspondent writes under date of July 1:—In a few days' time I hope to meet Mr T. H. Reid. I am only one of many here who will gain much by Hongkong's loss. It was Mr Reid who first led me into the pleasant paths of Hongkong journalism and no scribe could wish for a more delightful editor to wield the blue pencil over his copy. Good men are scarce at the best of times, though as common as flies in newspaper offices, and Hongkong has one fewer to-day.

Beri Beri.
A far even more deadly than enteric or cholera, which the Japanese will have to fight against in Manchuria, is kakke, as they call it, which in India and the Malay Peninsula is known as beri beri. It is the national scourge of Japan, and attacks with special frequency and virulence young and otherwise healthy men, and that it is more or less contagious would appear from the frequency with which it attacks soldiers in barracks and seamen crowded together on board ship. Some, however, have sought the origin of the disease in the national diet—rice and fish. The peasantry, who often cannot afford either rice or fish, and have to subsist on barley or millet, suffer much less than townfolk. Also there has been a great improvement in the health of soldiers and sailors since a meat diet was introduced. But the rigours of a campaign, in which rice is the staple food, must necessarily, as it did ten years ago, mean a great deal of this mysterious form of paralysis among the troops. (*Daily Chronicle*, London).

Infuriated Pahang Bees.
We all, the *Malay Mail* says, know how hard is the life of the surveyor in the tropics, but the following incident will show that he must expect to meet troubles in all sorts of unexpected ways. A surveyor in Pahang accidentally disturbed a nest of bees. On seeing what he had done, he turned and bolted through the jungle. But it was of no use; for a large number of the insects pursued him and stung him on the eyes, nose, cheeks, neck, and hands. After a run of about a quarter of a mile, with the insects at work all the time, he fell, and the bees appeared to pass over him. But shortly afterwards several of them returned to the charge. During his wild run through the jungle the unfortunate surveyor tore and cut himself badly with thorns. Finally, one of his coolies discovered him and took him back to his quarters. During this encounter, some of the surveyor's coolies took refuge in an adjacent stream, but, nevertheless, they were also attacked and finally had to bolt through the jungle.

STEARN'S WINE is very palatable. An excellent tonic for children, especially if they are pale and thin. Do not get 'y.' Must be Stearn's.

BY TELEGRAPH.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]
SUPPLIED BY REUTERS, & CO. LONDON.

THE BOMB OUTRAGE.

M. PLEHVE'S ASSASSINATION.

Believed Revolution Coming to a Head.

LONDON, July 29.
The assassination of M. de Plehve, the Russian Minister of the Interior, is considered by the British Press to indicate that the spirit of revolution which has been rigorously repressed for twenty years is again rising to a head in Russia.

Reuter's St Petersburg Correspondent states that it was known in the capital that a conspiracy existed, but it was believed that its sole object was to encompass the death of M. Muraviev, the Minister of Justice.

The idea that M. Muraviev was the object of the conspiracy gained ground because the windows of his carriage were broken with stones yesterday whilst he was driving in Peterhof.

[A Reuter's message published elsewhere states that a bomb was thrown at M. Plehve, killing him, his coachman, and shattering his carriage and horses. The minister's legs and one arm were torn from the trunk.—En. C.M.]

[REUTERS' SERVICE.]

ASSASSINATION OF A RUSSIAN MINISTER.

LONDON, July 28.
Minister Plehve has been assassinated by a bomb thrown into his carriage; the coachman was killed and the horses and carriage shattered; M. Plehve's arm and both legs were torn from the trunk.

FRANCE.

M. Combes has summoned an extraordinary council of Members for Friday, for which reason President Loubet has postponed his departure to the country.

The Bishop of Dijon has obeyed the summons from the Vatican to proceed to Rome.

The 'Hipsang.'

It is stated that Captain Bradley and officers of the *Hipsang* are prisoners in Port Arthur.

Boxing.

On Monday night at the City Hall a programme of boxing contests will be reserved up. The main bout is between J. Christie, of Hongkong, and E. Smith, of H.M.S. *Elfrice*.

International Courtesies.

Two representatives of the Portuguese Government arrived from Macao in the gunboat *Dix* this morning. Their mission is to visit Sir Matthew Nathan, and welcome him on behalf of the Portuguese authorities at Macao.

Metropole Theatre.

The proprietor of the Metropole Theatre promises a good night's entertainment to-night. Miss Dora Grey, Miss Gertrude Maize, Messrs McCormick, Morris Keene and the Leopolds are in good form, and will appear in new roles. The first part 'Minstrelsy Ohio Fare' is said to be mirth-provoking. The trams now run past the door.

A New Road.

It is announced in the *Government Gazette* to-day that the recently completed road along the North Shoulder of Mount Cameron, and the South Shoulder of Mount Nicholson, from Wanchai Gap to Wongmichong Gap, has been handed over to the Government by the Military Authorities, and that it is therefore a public road, and will, until further notice, be known by the name of 'Black's Link.'

His Excellency's Guard of Honour.

In our account of the ceremonies in connection with the arrival of Sir Matthew Nathan, we stated that the guard of honour at Blake Pier consisted of men of the Sherwood Foresters. This was not so; the guard was furnished by the Royal Engineers, accompanied by the band of the Sherwoods. The R. E.s were chosen on account of this Excellency being an officer of the Royal Engineers.

A Golf Story.

What looks like a new golf-story has reached a Northern contemporary. The tale tells of an irascible old colonel, playing at Sandwich. He had a way of blaming those around him for his own bad strokes. Once when he was badly bunkered, his friends kept very quiet. The colonel smashed his club with a mighty dig into the turf. For a second he glared round for some victim of his wrath, but nobody had moved or said a word, so he spoke the colonel: 'How the devil can you expect a man to play decent golf on these links with ships are passing up and down the Channel?'—Home paper.

CHOLERA MORBUS has lost its terrors in the home where a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy is kept. It never falls even in the most severe and dangerous cases. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

RUSSO-JAPANESE WAR.

CAPTURE OF TASHIKHIAO.

Kuropatkin on the Field.

[JAPANESE OFFICIAL TELEGRAMS.]

TOKYO, July 29, 9.10 p.m.

General Oku further reports, among other things, that according to the statement of captured Russian officers General Kuropatkin was present on the battlefield, and Generals Sokoloff and Kondradovitch were wounded. Also, that the Russian casualties were about 2,000. Our casualties amount to 1,000. Booty and prisoners are under investigation.

[REUTERS' SERVICE.]

THE S. S. 'MALACCA.'

LONDON, July 28.

The Russian prize crew of the *Malacca* has been landed at Algiers, and the British Consul has taken possession of the vessel, which will resume her voyage in a week.

GREAT BRITAIN AND RUSSIA.

Lord Lansdowne speaking in the House of Lords said we had entered a strong protest against the sinking of the *Knight Commander*; an outrage which was a very serious breach of international law. We had demanded the release of the British crew, and requested that orders be given to prevent similar occurrences. The manner in which Russia had dealt with our representations in regard to the Red Sea case, justified a confidence that the present representations would have the desired effect. Other serious questions have received attention, such as the status of the Volunteer cruisers and the navigation of the approaches of the Black Sea; but these could now be examined without the impediment which the retention of vessels seized in the Red Sea would have occasioned.

Mr Balfour made a similar statement in the House of Commons.

'Knight Commander's' Crew.

TOKYO, July 26.

The China Navigation steamer *Tsina*, with the crew of the British steamer *Knight Commander* on board, entered Yokohama this morning. The *Knight Commander* was bound for New York but met Russian warships off Izumi. The *Knight Commander* was sunk by the Russians, while the *Tsina* was asked to take on board the crew of the *Knight Commander*. The *Portland* and *Asia*, steamer *Aravia* was also captured by the Russian squadron, and it is reported that she had a large quantity of flour on board. Another British steamer was also captured by the Russian cruisers and was reported to have been sent to Vladivostok.

[The *Knight Commander*, 2716 tons, Captain Durant, left Shanghai on 20th July. The *Aravia* left Portland on July 3rd.]

Return of the Government's Excursion Party.

The *Manchu Maru*, which was fitted out by the Navy Department recently for a cruise along the Korean and Manchurian coasts for the benefit of foreign military officers, members of the Diet, and journalists, left Nagasaki on July 29 morning for Kobe and arrived there on the 21st. Some of the passengers left the vessel at Nagasaki, and proceeded to Tokyo by train. The steamer was at the mouth of the Yalu on July 14 proceeded to Esai Bay (near Taitenwan), and thence steamed to the proximity of the rendezvous of the Japanese fleet, remaining there till July 16. On the following day she went to Taitenwan, from there to Naoshan Island, and then commenced the voyage home. On the cruise the *Manchu Maru* sighted destroyers and torpedo-boats steaming in line, and also by arrangement met the battleships *Asahi* and *Mikasa* and the destroyers *Asaka* and *Kasumi*. The guests boarded the *Mikasa*, Admiral Toyon's flag-ship, and drank the gallant Admiral's health. The steamer then headed for Nagasaki, arriving on the 19th instant.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—
On the 30th at 11.30 a.m. The barometer has risen at all stations, and is now highest in the neighbourhood of Hongkong and lowest in the Yangtse Valley. An area of high pressure also lies over Japan. Gradients are moderate upon the China Coast and slight over the China Sea. Moderate S. winds will prevail in the Formosa Channel and light variable winds over the northern part of the China Sea. Forecast:—Light E. winds, fine.

ZYMULE TOOTH POWDER. A perfect antiseptic dentifrice, cleanses and preserves the teeth.

'I UNDERSTAND your friend Jenkins has resigned that city clerkship he held.'
'Resigned? I don't know.'
'Oh! Wasn't it voluntary?'
'Well, it was just as voluntary as his contributions to the campaign fund were.'

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is everywhere acknowledged to be the most successful medicine in use for bowel complaints. It always cures and cures quickly. It can be depended upon even in the most severe and dangerous cases of cholera morbus, dysentery and diarrhoea. It should be taken at the first unusual looseness of the bowels. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

THE KWANGSI REBELS.

Kuailin Threatened.

(From Our Own Correspondent.)

KUAILIN, July 18.

In my last communication of July 9th, I mentioned that the officials were preventing the entry of refugees into the city for fear of rebels getting in under false pretences. This attitude they very soon had to abandon, for all who had friends outside wanted them to come in, and in fact, the whole country side to the West was demanding admission.

On Sunday, Monday and Tuesday thousands poured into the city, the suburbs being left quite empty. The excitement was fairly high, though at this end of the city, two miles away from the West Gate, business was carried on as usual. It was a harvest time for coolies. Some people also left for Wuchow, and some for Hunan. During these days rumours were continually coming in of the doings of the rebels, who seem to be acting as they like in the region of Yulin Ning Chou, San Huang, I Ning Hsien, and on towards Liu Chou Yu and King Yuen Fu. But, as I suggested, they do not seem to have any capable leaders, for they have not made any direct move towards Kuailin. In the meantime troops of sorts have been hastily sent out to hold positions on the roads converging on Kuailin, and several new forts have been erected.

On Thursday it was reported that several regiments, some say five, had arrived from the Hunan border, and had passed to the West of the city in the direction of Yulin Ning. This considerably allayed the fears of the populace, and now I hear the refugees are beginning to return. This does not apply to the districts actually devastated by the rebels, about which I know nothing, but to the districts between there and here.

In the early part of the week it was reported that the Viceroy and the Governor of the Province had been degraded, but now I hear that the former is going to lead a large body of troops from Canton, and if successful, with the co-operation of Governor Ko, both will be pardoned. How much truth there is in this I cannot say. Troops are also reported to be on the way from Yulin Nao and Kuichow province. I wonder how many recruits these will supply to the rebels?

CORRESPONDENCE.

VOLUNTEER CONCERTS.

To the Editor of the 'CHINA MAIL.'

July 30, 1904.

Sir,—Perhaps, while the last open air concert, given under the auspices of the Hongkong Volunteer Corps, is still fresh in the minds of the Public, it is not too late to make some suggestions before the next concert is mooted. My first suggestion refers to the seating of the crowd, and the management of the bar, which latter is, of course, a most necessary and estimable adjunct, but, under the conditions prevailing at all the previous 'Volunteer' concerts, we ladies have not been able to appreciate it. We would, sometimes, like a drink at half time and perhaps another when leaving. Those rows of stiff-backed chairs are anything but comfortable and also rather hard, so why not, at the next concert, spread over the ground a number of small round tables, say large enough to accommodate four persons. Then it would be an easy matter for our gentlemen friends to bring us refreshments (ices, cakes, wines, etc., which should all be there) and enjoy our company instead of 'Propping up the Bar' of which too much is done at present. This arrangement would, I think, increase the profits of the bar (which of course is run by the Corps Committee, or should be) and lessen that always more or less noisy crowd which congregates in the west end of the Parade ground. My other suggestion is with reference to the scarcity of uniforms. Why are there so few? It is the proper thing in the proper place, the Volunteer uniform at a Volunteer concert. I have seen many volunteers appear in their sombre evening dress when they should have been in uniform. 'Volunteers in Uniform' Half Price' has been suggested to me as the reason for this. Many a brave and gallant soldier-boy is afraid of hearing it whispered 'He came in his uniform to get a cheap show'—so they don't do it. The remedy—by no means half price for uniform and having no increase the gate-money. Hoping I have not trespassed too much on your valuable space,—I am, etc.,
FAIR ENTHUSIAST.

The Gymkhana.

Being favoured with ideal weather the Hongkong Gymkhana Club's first meeting this season, held at the Happy Valley Race-course this afternoon, passed off very successfully. There was a large attendance of visitors. Shortly after four o'clock His Excellency, Sir Matthew Nathan, visited the course, accompanied by his private secretary, Mr E. A. B. Pousonby, and Captain Arbuthnot Leslie, A.D.C. His Excellency witnessed several events and appeared to enjoy the sport.

Memoranda.

SATURDAY, August 20:—
Noon—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation, at the City Hall.

MONDAY, August 22:—
Noon—Meeting of Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.

WEDNESDAY, September 28:—
Transfer Books of A. S. Watson Co., Ltd., closed from this date to 8th October inclusive.

THE ELECTRIC TRAMWAY.

Section Opened For Traffic.

The first portion of the Hongkong Electric Tramway has been opened to the general public. The first tram commenced to run at about 10 a.m. to-day, under the control of Mrs. Jones, wife of Mr. P. N. H. Jones, Acting Director of Public Works. Mr. J. Gray Scott, general manager of the line, explained briefly to Mrs. Jones the rudiments of the controlling system, and demonstrated the means by which the car was brought to a standstill. Then Mrs. Jones took her place at the controller, grasped it and turned the current on. Away went the tram, the bell clanging loudly, under the energetic manipulations of Master Jones.

Among those on the car were Mrs. H. A. Pratt, Mrs. L. A. M. Johnston, Mrs. H. J. Compertz, Mrs. J. Gray Scott, the Hon. P. N. H. Jones, the Hon. R. Shawan, Messrs. J. Gray Scott, H. Hackwood, A. Emerson, and F. R. Graham.

The tram in charge of Mrs. Jones ran from Arsenal Street to Bowrington and back again, when the line was formally declared open.

Cars will run every ten minutes throughout the day, and will cover five sections, the first-class fare over each section being five cents.

The line opened to-day passes through some interesting scenery. Commencing at Shaikwan village, the resort in olden days of the piratical crews who levied toll on passing junks, the line almost immediately commences to ascend and for a considerable distance continues to make an ascent. The new dock being built by Messrs. Butterfield and Swire is passed on the right, and from just near the dock an excellent view across Aldrich Bay and Kowloon Bay is obtained. A fairly level track leads towards Quarry Bay, but one or two inclines have to be traversed before Taikeo is reached. From Lawson Terrace to the Taikeo Sports Ground the line abruptly drops, the gradient being one in fifteen (originally it was one in ten).

From Quarry Bay a delightful run along the water front, past the Metropole Hotel, and the Kowloon Grounds, brings the line to Causeway Bay. After passing the Causeway Bay Polo Ground, the line leaves the Causeway Bay and enters Yee Wo Street, thence into Great George Street, and on to the Praya. At Bowrington a branch line runs to the car shed, and another branch goes off to Happy Valley Race Course. The main line continues along the Praya, until Arsenal Street is reached. This completes the section opened to-day. The remaining sections from Arsenal Street to Kennedytown will be opened in about a week.

The line turns up Arsenal St. into Queen's Road and a straight run is made to the City Hall. The line turns a turn to the right, then to the left, and enters Des Voeux Road. From the City Hall to the Harbour Master's office the line continues along Des Voeux Road. Another turn to the right is made, and again the Praya is utilised. Along the water front to Kennedytown the line goes, and here a loop is made, along Chater St. The tram returns back mainly along the same route.

The full length of the line—from Shaikwan to Kennedytown—is nine and a quarter miles, and this may be had for four cents—about 5 cents per mile first class. In laying the rails down the contractors were compelled to provide a better foundation in some places than in others. For instance, although the best Portland cement was used in a ratio of 6 to 1, it was found necessary in places to make a concrete bed eight inches deep and seven foot three inches wide, extending under the entire track. In other sections the same width of concrete bed was required but only six inches deep, while the least part down was a bed eight inches wide and six inches deep under each rail. With such a firm bedding as above described there should be little danger of the rails working loose. The rails weigh 7½ lbs. per foot of length, and each rail is copper-bonded.

As the system used is that known as the overhead system, poles for carrying the wires had to be erected. Where practicable, mainly in the central portions of the line, the poles were placed between the lines, that is between the up and the down line. In other places, notably along the Praya East, the poles are erected outside the rails and have only one arm. To obviate the continual slipping of the cable from the pole, as it is in contact with the side wire only, an ingenious swivel runner is attached to the car-pole, which enables it to rotate contact with the wire, even when rounding an abrupt curve.

To ensure any section of the overhead wire being cut off it is divided into half-mile lengths by means of section insulators at each of which the main current is attached and sufficient electricity is isolated to run the car over that section. The overhead line carries 500 volts. Each section is provided with a telephone connected with the power house, and they are also fitted on a lightning arrester. It seems that every precaution has been taken to provide for any emergency.

Tramway Rules.
The following rules are published in the present issue of the Government Gazette. We publish them for public information.

1. The Driver of every Car shall ring his bell, or make use of the warning apparatus provided, under the following circumstances:—(a.) When starting from all authorised stopping places. (b.) On approaching any corner of streets. (c.) In case of impending danger, or to warn any person in any way obstructing the line. (d.) Just before passing another car.

2. (a.) The car shall be brought to a standstill at the places named in the attached schedule. (b.) In all cases where danger is impending.

3. (a.) Every passenger shall enter or depart from the car by the side which, when loaded, is the direction of motion of the car is on the left hand. (b.) No passenger will be allowed to enter or depart from a car by any way other than that specified and provided for the purpose (as set forth in the preceding By-law), and any passenger entering or leaving the car in any way other than that specified will be liable at his own risk, and must accept all responsibility for the consequences.

4. (a.) The speed of cars on the seven sections of the Tramway shall in no case exceed the speed laid down in section 38 of the Ordinance, namely, 10 miles an hour for Sections 1 to 6 inclusive, and 15 miles an hour for Sections 7 and 8. (b.) The speed of any car must not exceed the rate of 4 miles per hour:—(i.) When passing through movable points. (ii.) When running on either of the down and up approaches No. 5 Bridge at Shaikwan.

BY WHARF AND WAVE.

The Portuguese gubato Dhu arrived from Macao this morning.

The O. S. S. Myrmidon has been sold to the Setten Kogic Kalia for 140,000 yen.

H.M.S. Leviathan arrived from Yung Shing Bay yesterday afternoon and went into dock to-day.

It is reported that the M.B.K. have bought the Glenarney and re-named her the Tinkosin Maru.

The trial trip of the Yangtze river steamer Tuck Wo took place at Shanghai on the 23rd and was entirely satisfactory.

The steamer Kensington, which is at present in the harbour, is expected to sail next week for Callao, Peru, with 250 coolies on board.

The C. N. S. Hanyang, which arrived at Shanghai on July 24 from Newchwang and Chufow, reports: About six miles out from Newchwang Bar we passed through a lot of splintered white-painted wreckage; also saw a boat's car and what appeared to be an air bed. This wreckage extended for over four miles. A mine was also seen off Tower Hill.

At the Kowloon Docks work is more active than it has been for some time past. Workmen are still busy on the Shanghai, but it is expected that she will be finished within about a month's time, and the U. S. S. Pathfinder will probably be discharged from the docks in about half that time. The Median, Dr. Z. J. Kowloon, and Lanyang are undergoing a general overhaul.

A Nagasaki dispatch to vernacular papers states that the American steamer Ohio, which recently had her shaft damaged near Tsushima, has been taken to Nagasaki by the Boston Steamship and Towboat Companies' steamer Hyades. The Hyades is reported to have made a very heavy salvage claim against the vessel, and demanded a deposit of one hundred,000. The agent at Kobo of the Ohio has gone to Nagasaki in connection with this business.

The Admiralty, says a writer in Page's Magazine, shows everywhere a disposition to begin at the beginning with its personnel. It is realised that in order to inculcate those qualities which make a "handyman," a model for the world's marines, training and discipline must not only be vigorous, but also be early. The latest outcome of this policy is seen in the determination of the Admiralty to enter boys and train them for the rating of engine-room artificers. H.M.S. Bellorophon has been fitted out for the reception of 200 boys, who after passing through the training ship, will be drafted on to the various divisions of the fleet, and will be highly trained men. In this way many perils will be effected afloat which at present necessitate a period in dock. A familiar sight at Devonport in future will be the three floating workshops, Bellorophon, Temeraire, and Indus, moored together, and known as the "three boys' workshops."

The Leviathan was not out of the harbour for one trip. The Bellorophon, which arrived this morning from Shanghai, reported that she had a case of smallpox on board and forthwith went into quarantine. When the Health Officer of the Port went on board he found one of the engineers suffering from the disease, and had him removed to the hospital ship Hyacinth. The patient has only contracted the disease in a mild form, and will probably soon recover.

When the vessel left Shanghai, where she had remained for some time, no trace of the disease was noticed, but on the voyage down the patient showed suspicious signs. Gradually the symptoms increased until there could be no doubt as to the nature of the complaint, and the sick man was ordered to bed, after being placed apart from the remainder of the crew.

Prompt measures were taken for the prevention of a general outbreak, all the passengers and crew being vaccinated and the ship disinfected. Owing to the mildness of the attack and the prompt action taken it is probable that the Bellorophon will be granted pratique this afternoon, and she is expected to leave at about 6 p.m.

As though a case of smallpox was not enough to trouble one trip the Bellorophon was run into a typhoon in the Formosa Channel. This necessitated her heaving to, and she was forced to remain there until the weather abated somewhat. Very little damage was done to the vessel by the typhoon, excepting, of course, the minor injuries generally connected with high seas.

The Bellorophon arrived here, reaching the harbour early this morning.

THE LEVIATHAN INJURED.

The damaged cruiser Leviathan arrived in the Harbour last evening from Yung Shing Bay. She made fast to A buoy and remained tied up until shortly after ten o'clock this morning, when she left the buoy and proceeded to the Kowloon docks. No. 3 dock had been reserved for her reception by the Admiralty, and by 11.30 she was safely inside. The work of bringing her into the dock was carried out by the staff of the Kowloon Dock in a most business-like manner, and although it is no easy matter to dock a vessel of the Leviathan's dimensions, everything went off smoothly as could be desired. The dock having been closed a start was at once made to check the vessel up, and it was expected that this would be completed and the dock pumped dry by about five o'clock this afternoon.

When the Leviathan was in dock a representative of the Chinese Mail went aboard to ascertain the reason for her unexpected return to Hongkong. Several officers were questioned and from what they could be induced to say of the affair it appears that during last week the cruiser was in the vicinity of Weihaiwei and on Saturday and Sunday was anchored in Tungshing Bay, between forty and fifty miles distant from Weihaiwei. She had been at anchor for about 40 hours, when all on board were considerably surprised to find that she was bumping on the rocks. The chart showed that there was about nine fathoms of water in the portion of the bay in which the Leviathan was anchored, but on sounding being taken the depth was discovered at a depth of from four to five fathoms. Evidently the boat had been coming into contact with the rocks for some time, and as soon as that fact was ascertained she was at once taken into safer waters. The extent of the damage sustained could not, at the time, be discovered, but it became evident that it was considerable from the fact that water was being made pretty freely. Her second bottom is said to be almost full of water and it is believed that the damage to her plates extends for about 200 feet along her starboard side, but of course, this is to a considerable extent conjecture, and it will not be possible to say with certainty what is really the result of the bumping until the dock has been pumped dry.

The vessel came to Hongkong under her own steam at a rate of about 14½ knots per hour, the difference to her steaming power, as a result of the accident, being a reduction of over a knot per hour. The dock was being engaged by the Admiralty for three days, and it was seen this morning what the Leviathan was at close quarters that even had the accident not occurred that she would have probably soon required some attention, her sides being rather dirty.

In the dock she looked strangely out of place and somewhat like a wounded monster at bay; but at the same time helped one to understand why England is mistress of the seas. She literally bristles with guns, and carries a crew, who give the impression that they would put up a good fight if the necessity should arise. The most amusingly natural-looking of the ship should be in trouble were glad to get ashore. They have, they say, been away from civilisation for some time, and are glad to see Hongkong again. Later information than is already known is that the ship should be in trouble were glad to get ashore. They have, they say, been away from civilisation for some time, and are glad to see Hongkong again.

IS THE NATION DECAYING?

In view of the sermon on gambling by the Rev. C. H. Hickling, of Union Church, which we recently published, the following article from the pen of the Rev. W. T. Dawson, author of 'The Making of Modern England,' will prove interesting:—

A good deal has been written lately which bears more or less on this question, and it will be conceded that the question itself is one of the most serious that can be propounded. Speaking broadly, it may be said that the general history of nations is marked by three stages—Struggle, Culmination, and Decline. It is extremely difficult to discover when any one of these stages is complete. Men who are in the thick of a battle never know how the battle is going. In one part of the field is triumph, in another retreat. But just as there does come a time when the issue clears, when the long-poled tide begins its definite ebb or flow, so in the life of nations there comes a time when tendencies become decisive. I do not know that we have arrived at that time in our own history. But I do know that we have got to a point where it is possible to discern the flow of tendency.

We have a good deal in past history to help us in forming a judgment. 'The world is old enough now to have witnessed the rise and fall of many empires. The student of history knows perfectly well that there was nothing accidental in either the rise or fall. Certain causes produced the rise of the Roman Empire, as they have brought about the extraordinary rise of the Japanese Empire of to-day; and certain quite distinct causes produced the fall of Rome. Rome, in many respects, is an object-lesson to the British Empire. It became powerful by the same means that we have become powerful. It was based on justice, order, and strength. It brought justice, or good law, to the nations it conquered, so that they were conquered for their own good. Hence nations accepted the yoke of Rome as being upon the whole a benefit. It insisted on order. The great watchword of Rome was order. 'Order, at any rate, Freedom as it may be possible.' And it was backed up by strength. The Roman was the model of virile manhood. He was trained by every kind of manly exercise into physical vigour. He was a man of iron moving among effete peoples. Men knew that when Rome threatened she would act. They recognised the power of might, and were the less reluctant to recognise it because upon the whole it was associated with the best ideals of right which the world then possessed. As long as Rome maintained her great reputation for justice, order, and strength she ruled the earth; only as these commanding qualities and ideals perished did she perish.

Now let us apply these facts. Why did Rome perish? What were the secret causes of decay? First was luxury. Wealth, the great deceiver, wrote Juvenal; and wealth does unquestionably debauch nations. With growing luxury there came the spirit of disorder. Virtue ceased to be respected. A spirit of license affected the ruling classes. Duty was thought a word for slaves. The life of the nobles was characterised by the most prodigal extravagance. Extraneous were spent on single feasts. The earth was runniced for novelties to minister to depraved and capricious appetites. Naturally there soon followed a decline of physical strength. This nation was no longer a race of athletes. Instead of struggling in the arena in manly sports, Rome paid gladiators to struggle, and watched with wearied eyes a strife for which she had no longer a capacity.

On that hard Roman world digress. And secret loathing fill. Deep weariness and sated lust. Made human life a hell. Then the conquered nations plucked up courage. They began to perceive themselves better and stronger than their master. The immense prestige of Rome held the empire together for many a long day; but at length the hour struck when more vigorous nationalities arose, and then Rome fell, never to rise again.

What are the facts as regards ourselves? There can be no doubt about the growth of luxury and senseless extravagance. I heard of an instance the other day of the head of a famous business who gave a great dinner to his friends on the occasion of his coming of age. The dinner cost fifteen pounds per head! Among the dishes was a dish of larks tongues! An incredible amount of wine was consumed. A single plate was drawn from a bottle of most expensive wine and the rest flung away. The father of the foolish youth who gave this feast had built up his business by prudence, economy, and hard work. Can any one suppose that his son will long retain the business? This may be an isolated incident. Among all the richer classes enormous sums are spent on gluttony. Their feasts are a counterpart of the orgies which marked the decline of Rome.

Extraneous of this kind invariably leads to moral disorder. One of the features of declining Rome was the weakening of the marriage bond. Divorces were multiplied. A woman was not held in reverence as a phenomenon. No shame attached to divorce. We have not reached that condition yet, but it is a startling fact that year by year the number of divorces increases. And if we examine the temper of those persons who call themselves 'Socialists' we shall find that they are in a state of divorce. Marriage is spoken of and treated as a temporary expedient. There is little sense of any sacramental vow in marriage. Girls are almost openly sold to the highest bidder. There is scarcely a society now which does not turn up its nose at the thought of marriage on adultery, or the thought of marriage on the ground that it is a business transaction. Society is in the process of divorcing itself from the ideal of marriage. The result is that the nation is being divided into two classes, the one of which is pure and dignified life is led, and the other of which is a life of dissipation and the burden of the nation.

The Melbourne Marine Court of Inquiry, sitting with regard to the loss of the P. & O. Australia, found that the casualty was caused by a wrongful act on the part of the pilot, George Frederick Dennis, who was in charge of the ship. The ship was ordered to port before the ship was clear of the red sector of the Point Lonsdale light. From the time Pilot Dennis took charge up to immediately before the Australia struck, there was no apparent necessity for the master to have resumed navigation of the said steamship, and to have relieved the pilot, as she was safe in the red sector of the Point Lonsdale light, and of the leading light up to about 15 seconds of the time of striking. Neither the master nor any of the officers of the Australia were in any way blameworthy in respect of the said casualty. In the course of the investigation Pilot Dennis admitted that he was solely to blame for the disaster, and in explanation stated that after he had given the first order to port, which was intended to place the vessel a little to the east, so as to open the leading lights, he suddenly felt confused, and had no clear recollection of what afterwards took place up to the time when he found himself on the pilot steamship. The fact that he had been drinking during his long career, he had the reputation of being a most abstemious man. Valuable medical evidence was adduced that upon an examination of Pilot Dennis after this sad casualty, he was found to be in a state of chronic ill-health, which rendered him quite unfit for his work, and which might account for his sudden collapse. His eyesight was found to be defective for long years, although this disability had never been noticed by his comrades on the pilot ship, and was unknown to himself until his examination by an eye specialist. The Court is of opinion that this startling evidence, as to defective vision, heart weakness, etc., of the pilot on duty at the station, points to the urgent necessity of having all pilots of the Marine Inquiry, in the best annual thorough medical examination by duly qualified specialists, appointed by the Marine Board. The finding of the Court of Marine Inquiry having been presented to the Marine Board the latter resolved, 'That a charge of misconduct should be preferred against Pilot Dennis, and sent on to the Court of Marine Inquiry, in the best annual thorough medical examination by duly qualified specialists, appointed by the Marine Board. The finding of the Court of Marine Inquiry having been presented to the Marine Board the latter resolved, 'That a charge of misconduct should be preferred against Pilot Dennis, and sent on to the Court of Marine Inquiry, in the best annual thorough medical examination by duly qualified specialists, appointed by the Marine Board. 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Shipping:

Notices to Consignees

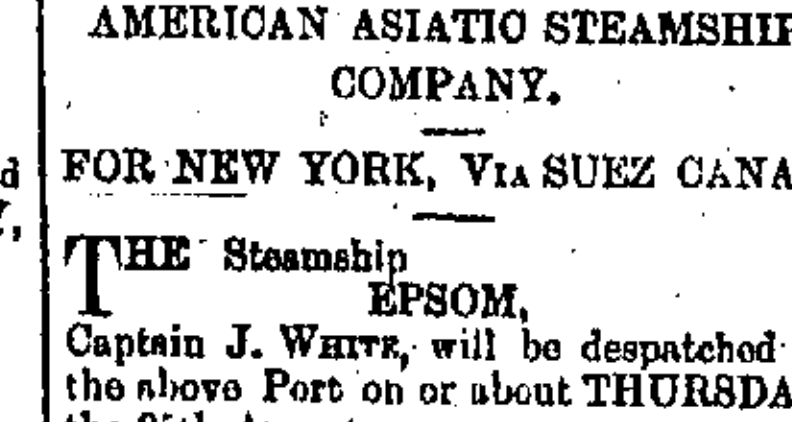
FOR MARSKILLER, LONDON AND
ANTWERP.

THE Steamship **BENLARIG**,
Captain WALLACE, will be despatched a

above on or about **TUESDAY**, the 9th
August, 1904.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, July 21, 1904. 13

STEADSHIP SERVICE TO NEW YORK, via SUEZ CANAL.
(With liberty to call at Philippine Ports)

HUDSON,
will be despatched on or about **SATURDAY**, the 10th September, 1944.
For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, July 27, 1944. 13



For Freight, apply to
SHEWAN, TOMES & CO.
General Agents.
Hongkong, July 25, 1904.

MESSAGERIES CANTONNAISES
J. TREVOUX & CO.

SERVICE.

THE Commodious Steamer

Two magnificent and up-to-date Steamers are lighted with electricity.

The Saloon is under European Supervision
First-class European \$8.00
Second-class European \$5.00
First-class Chinese \$1.50
Second-class Chinese 80
Deck 30

The Company's Wharf is at the end of
QUEEN STREET, Praya West.
For further Particulars, apply to
J. LANDOLFI
Agent,
The Pharmacy, Queen's Road Central.

Hongkong, March 22, 1904.

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Crad

A ONE-TIME order, like one blow of hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for

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China Daily

Quinn Tamm

Read by all Classes in the Colonies
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POPULAR & LEADING PAPER

Established over Half-a-Century

NOTICE TO CONSIGNEES

E. A. HEWETT,
Superintendent.
Hongkong, July 29, 1901. 1901

' BEN ' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP BENVORLICH.
FROM ANTWERP, LONDON AND

NOTICE TO CONSIGNEES.
STEAMER TOURANE.
 COMPAGNIE DES MESSAGERIES
 MARITIMES.
 CONSIGNEES of Cargo from LONDON
 ex s.s. *Memphis* and *Crimée*; from
 HAVRE ex s.s. *Memphis* and *Charente*; from
 BORDEAUX ex s.s. *Ville de Celle*, in con-

G. DE CHAMPEAUX
Agent.
Hongkong, July 25, 1904. 1

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.
FROM RANGOON AND STRAITS

at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by
in any case whatever.
All damaged packages must be left in
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here,
after which no Claims will be recognised.

JARDINE, MATHESON & Co
Agents.
Hongkong, July 25, 1904. 15

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship *Gregory Apsar*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 27th Instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside such Cargo impeding the discharge of the

Freight will be loaded and stored at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SARBOON, & Co., Ltd.
Agents.

Hongkong, July 25, 1914. 135

ADVERTISE

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

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**Read by all Classes in the Colony
and undoubtedly the**

Established over Half-a-Century

